that situation where the persons are compelled to go only through the MMTC or the STC is any more there.

SHRI DINESHBHAI TRIVEDI : I have written a specific letter.

SHRI KAMALUDDIN AHMED : I will take action.

SHRI VIREN J. SHAH : Sir, from the reply to the main question and the replies to the supplementaries, two facts come out. One is that the Government, as pen the hon. Minister, is keen about this. However, they are still formulating a scheme, and there are difficulties. We cannot impose on other countries. And they are considering it. Now my point is that it is nearly more than three years that the counter-trade with the East European countries with the former. Soviet Union also come to a close. And ever after two years that this Government has came into power, the answer is that only a scheme is being formulated and that there are problems. May I ask the hon. Minister as to why is it that they take such a long time when countertrade is a known way of doing business ? \ And suggestions have been made that not only the sub-Saharan Africa but many other African countries have goods' which can be useful to India which we import in the hard currency and the Government can aiso increase Indian exports. Why is it that they are taking' such a long time ? What step is the Government taking to expedite the scheme and implement it ?

SHRI KAMALUDDIN AHMED : The mode or the method of counter-trade is not a very fixed or a rigid sort of thing. There have been improvements on the methods and modes of the counter-trade. If you look at the progress that has been made in this regard—1 I am sure the hon. Member who comes from a very enlightened section of trade and industry will be aware of it—you will find that there has been a very substantial improvement in the counter-trade and we are doing this counter-trade in many commodities with a number of countries even with the countries which were part of the erst-while USSR.. So, this process of improving and making amends to the present counter-trade policy is a continuous process. As I submitted earlier, if there are any good suggestion or advice. I am prepared to take the advice from the hon. Member.

SHRI VIREN J. SHAH : We can improve our trade with African countries and countries in the sub-Sahara region.

MR. CHAIRMAN : The Minister has answered this point earlier, if 1 remember.

Next question.

Losses Incurred by Airlines due to Bird-Hits

*324. SHRI TRILOKI NATH CHATURVEDI :

DR. MURLI MANOHAR JOSHI:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the number of bird-hit cases reported in 1992 and during the first six months of 1993 together with the name of the places where these incidents have occurred ;

(b) the loss incurred by the airlines due to the bird-hits during the above period; and

(c) what steps are being taken by the authorities to prevent bird-hits ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) to (c) A statement is laid on the table of the House.

Statement

(a) 127 bird-hit incidents involving Indian registered aircraft occured during 1992 and 45 during the first six months of 1993. The details are annexed as Annexure. *(See* below)

(b) So far as scheduled airlines are concerned, the expenditure on repair to aircraft damaged due to bird-hits amounted approximately to Rs. 110.95 lakhs during 1992 and Rs. 40.18 lakhs during the first six months of 1993.

(c) Measures such as removal of trees and shrubbery within aerodromes, levelling of airport operational areas and construction of effective drainage system to prevent water logging, pigeon-proofing of hangars and buildings, removal of cattle from air fields are taken to contain bird hazard. Control of garbage and carcas disposal is undertaken with the help of local authorities to keep the environment around the airports free from bird hazards to the extent possible.

Air Field Environment Management Committees have been set up at all airports to monitor bird hazard containment measures. Major airports also have Task Forces to oversee implementation. A High Level Committee headed by Secretary (Civil Aviation) also reviews implementation of bird hazard control measures from time to time.

The question was actually asked on the floor of the House by Shri Triloki Nath Chaturvedi.

Annexure

Sl.	Name of Airports	1992	1993
1.	Agra	2	—
2.	Agartala	1	1
3.	Aizwal	1	—
4.	Ahmedabad	2	1
5.	Aurangabad	1	—
6.	Bagdogra	—	1
7.	Bangalore	12	3
8.	Bhopal	2	1
9.	Bhubaneshwar	3	—
10.	Bhuj	1	—
11.	Bombay	26	4
12.	Calcutta	7	6
13.	Calicut	3	—
14.	Coimbatore	1	1
15.	Chandigarh	1	—
16.	Cochin	2	—
17.	Delhi	17	8
18.	Guwahati	1	—
19.	Goa	2	1
20.	Gorakhpur	1	—
21.	Hyderabad	15	2
22.	Indore	1	—
23.	Jaipur	2	3
24.	Jammu	1	—
25.	Jodhpur	1	—
26.	Jorhat	1	—
27.	Jamshedpur	1	—
28.	Juhu	1	—
29.	Khajuraho	—	1
30.	Lucknow	—	1
31.	Madras	2	2
32.	Mangalore	1	—
33.	Madurai	1	1
34.	Mohanbari	—	1
35.	Nagpur	1	—
36.	Neyveli	1	—
37.	Patna	2	—
38.	Pinjore	1	—
39.	Pune	1	—
40.	Ranchi	1	—
41.	Rajkot	2	—
42.	Srinagar	—	2
43.	Trivandrum	2	—
44.	Udaipur	—	1
45.	Vadodara	—	1
46.	Varanasi	2	3
47.	Dhaka	1	—
	TOTAL	127	45

SHRI TRILOKI NATH CHATURVEDI : Sir, I do not dispute that the Ministry is aware of the problem and some effort is being made but I would still like to maintain that the reply is just mechanical and smacks of smugness and complacency. I would like to bring to the notice of the Minister that India tops in bird-hits on the aircraft. There are 230 bird strikes, on an average, according *to* the statistics available, per year. Not only that, if we compare it to the other equally big, geographically big countries like Canada and Australia. we find that there are 123 such cases in Australia and 205 in Canada. According to the statistics that have been given with regard to the estimated loss, we find that it is about Rs. 3 crores or more for two years. Earlier statistics indicated that loss to be more than Rs. 5 crores — Rs. 5.6 crores or so. Under these circumstances, part (a) of my supplementary question is whether the Minister has taken any step to ensure co-ordination with the Ministry of Defence, because the question of bird strikes hazard is common to civilian aircraft as well as to military aircraft. Part (b) of my question is that since this is a problem faced by many other countries, whether any effort has been made to take up this issue at the international level, with international civil aviation authorities, and so on, where a lot of expertise is available, and whether any effort has been made to obtain information about the steps being taken in other countries.

SHRI GHULAM NABI AZAD : With all my respect for the hon. Member, I do not agree with him that we have the highest number of bird-hits. The hon. Member himself said about the bird-hit cases per year, as far as Canada is concerned. I do not have this information with me but the hon. Member is a very knowledgeable person, and I take his word. He said that there are 205 such cases in Canada. At no stage in our country, have we gone beyond 183, and now gradually it is coming down. I would like to give the figures from 1984 onwards. In 1984, we had 183 cases; in 1985, the number was 184 ; in 1986, it was 189 ; in 1987 ; the number was 171 ; in 1988, the number was 162 ; in 1989, it was 136 ; in 1990, again it was 136. In 1991, it was 127. In 1992, it was 127. Therefore, you can see that from 1984, when it was 183, it has come down to 127 last year. Last year, from 1st January up to 30th June, the number was 61, As far as this year is concerned, I keep my fingers crossed. But fortunately and luckly for us—let us hope for the best—this time, we have only 45, in spite of the fact that the number of aircraft has increased. The number of aircraft has increased because of the operation by the private

airlines also. Therefore, Sir, you can see that it is gradually coming down.

Then, in regard to losses, the hon. Member has not quoted the real figure. It is not Rs. 5 crores. Last year, it was —. Air India, Indian Airlines and • Vayudoot put together — Rs. 1 crore and 10 lakhs. This time, it is Rs. 40 lakhs, so far. It has not gone beyond Rs. 1 crore and 10 lakhs.

As far as the second part of the hon. Member's question is concerned, whether we are in touch with the Defence Ministry, yes ; we are in touch with the Defence Ministry. In fact, the Defence Ministry had commissioned the Bombay Natural History Society to carry out an ecological study of the airport hazards. This was at the request of the Directorate of Aeronautics, Ministry of Defence. On the basis of the study of 22 airports — they were mostly defence airports, but they had done a survey of 9 civilian airports also — the Society submitted its recommendations to the Defence Ministry. These recommendations were : removal of trees within the aerodromes, removal of shrubbery and cultivation within the aerodromes, levelling of airport operational areas ....

MR. CHAIRMAN : It is there in the answer already.

SHRI GHULAM NABI AZAD : We have already taken care of these aspects in respect of which this organisation had made these recommendations to the Ministry of Defence. We are taking that into account. Apart from this, as far as our Ministry is concerned, we have taken three steps. Firstly, Airfield Environ ment Management Committees have been set up at all airports to monitor the implementation of measures to contain this ___

MR. CHAIRMAN : It is given in the answer. Now second supplementary.

SHRI TRILOKI NATH CHATURVEDI : Before I ask my second supplementary, I would like to point out to the hon. Minister that the figures that I have quoted are from a study by the Government itself. These are from a study conducted by not less than an agency than the Defence Research and Development Organisation of which the Directorate of Aeronautics probably forms a part. These figures are from that report.

SHRI GHULAM NABI AZAD : This appears to include the Defence Ministry figures also.

SHRI TRILOKI NATH CHATURVEDI : The figures that I have given are from this study. They are from this report. Our number is 230, compared to 205 in Canada and 123 in Australia. The figure of Rs. 5 crores odd which I had given is for two years and this is also from this report.

Now, my second supplementary is in relation to the suggestion made in this report. It is a very important one. Considering the Indian environment and the difficulties faced in this country. — I do not want to go in detail into those — there was a fresh suggestion regarding refresher training of engineers of civilian as well as military aircraft. Has the Ministry taken any step in regard to the training of engineers of their airlines so that this kind of hazards can be avoided as far as possible ?

SHRI GHULAM NABI AZAD : Sir, first, I would 00aniwer the last part of hon. Member's first supplementary. He was asking whether we had made any efforts to take it up with international organisations. I Would like to inform him that during the 29th Session of the I.C.A.O., which was held last year, a paper was presented by our country on the need to review airworthiness requirement for bird impact damage tolerance.

MR. CHAIRMAN : Question Hour is over. !

WRITTEN ANSWERS TO QUESTIONS

*325 [Transfered to 24th August, 1993]

Points Referred to the Government by the Election Commission

*326. PROF, SAURIN BHATTA-CHARY:

SHRI GJHUFRAN AZAM :

Will the PRIMES MINISTER be pleased to state :

(a) the abridged points referred to Government since April, 1993 by the Election Commission in regard to holding of elections—deployment of forces, disciplinary action on staff etc. ;

(b) whether Government did not respond;

(c) whether any alternative steps were taken ; and

(d) if so, the facts and details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. BHARDWAJ) : ' (a) Briefly stated, the stand taken by the Election Commission is that it is the sole authority to decide as to w'hat staff is required by it for the discharge of its functions and the Governor or President, when so requested by the Commission, are